

OF TITANIC'S PASSENGERS ABOUT 800 SURVIVE GREAT SEA TRAGEDY.

**ISMAY, HAYS AND THAYER AMONG 85 MALE
SURVIVORS ON CUNARD LINER CARPA-
THIA EN ROUTE TO NEW YORK.**

*No Survivors of Wreck Aboard Allan Liners—Carpathia
Dues Here Thursday Night—Anchor Liner California
Watching for Survivors—Many Prominent
Men Among 1,100 Souls Lost, Includ-
ing Dan'l Gugenheim, J. J. Astor
and W. T. Stead—Ship
Not Overcrowded.*

Latest estimate of number persons rescued from the wrecked White Star liner, Titanic, which sank at sea at 2:20 o'clock, Monday morning, after collision with an iceberg, places the number at approximately 800.

During the day more complete information was received of the personnel of those saved and names of several prominent men have been added to the list of those aboard the Carpathia en route to New York. Among those whose safety was at first doubted and who have since been reported alive are: J. Bruce Ismay, of the International Mercantile Marine; John B. Thayer, vice-president of the Pennsylvania Railroad, and Charles M. Hays, of the Grand Trunk Railway.

It has not so far been possible to estimate the value of the securities consigned by the Titanic, although London has made some guesses at the amount of insurance on them. One of these estimates is that the bonds, stocks, coupons and valuables of other kinds, like diamonds, are insured for about \$5,000,000. Except for the jewels this amount does not represent actual loss, as the securities will be replaced in due time, although a vexatious delay is involved, often extending to months.

All the securities on the Titanic addressed to Wall Street and the transfer offices of the various American railroads and other corporations were necessarily insured. In order to effect this insurance in London a list must be made out, and this is certified by the notary public before the American Consul. It is necessary, therefore, to secure a duplicate of this list in order to obtain from the companies concerned a reissue of the securities. A bond must be filed for twice the amount involved, and there is the usual and legal delay for the public notice by advertisement in the newspapers before the new securities can be issued.

Proof of loss must be submitted, and the actual sinking of the Titanic is not necessarily conclusive. Registered mail from the steamer Oregon was picked up several days afterwards, and it is quite conceivable that the responsible officers of the Titanic, knowing that the vessel was sinking, endeavored to save the registered packages.

Among the complications arising from the loss of the Titanic (if the registered mail was not placed in one of the boats by the purser in charge, and picked up by the Carpathia with the women and children) is the fact that bills of exchange drawn on houses here for the securities on board will have to be met in any case. There will be serious delay before new securities can be issued, and in the meantime the banking houses to whom such securities were consigned, unless they have some arrangement with their correspondents, will lose the interest on their money.

The customary procedure is to send the first bill of exchange, under separate cover, by the same mail as the registered and insured securities, sending a duplicate of the bill of exchange (technically called "the second of exchange") on the steamer immediately following. This calls attention to the fact that London houses with securities to arrive by the Olympic will have to meet the second bills of exchange before they get their securities. That vessel, by retracing something like 600 miles of her path, and remaining in the neighborhood of the Titanic disaster, has probably lost three days or more, and the mail by the steamship following may be in London two days before that on the Olympic.

According to officials of the Cunard Line, there is no ground for fear that the Carpathia is overloaded because of having picked up 800 Titanic passengers, as the vessel can accommodate nearly 2,500 persons, or several hundred more than are now on board. Carpathia is expected at New York late Thursday night or Friday morning.

Montreal office of the Allan Line received a wireless from the Virginian that she and the Parisian reached the scene of the Titanic's collision too late to save any passengers, and that the former boat resumed her course to Liverpool.

Mrs. Cornelius Vanderbilt received cablegram from

Alfred G. Vanderbilt, her son, saying that he had not sailed on the Titanic and was safe in London.

Officials of the Anchor Line dispatched a Marconi-gram to the S.S. California Monday night ordering her to stand by on the scene of the Titanic disaster until relieved, to pick up any survivors who have not already been rescued.

White Star officials this morning said first news they had directly Monday was received after 6 p. m. They gave out to all inquirers the indirect information they had received in newspaper reports from various quarters and unofficial wireless dispatches said to have been received at Montreal, Halifax and other places.

The news men took these reports from White Star office and believed them to be official, and White Star officials believed them to be authentic, although not directly received.

At its regular meeting Tuesday the Public Service Commission on motion of Chairman Willcox adopted a resolution expressing its belief that the causes of the disaster and the means of preventing its recurrence should be the subject of inquiry by a properly constituted International Tribunal.

International Mercantile Marine officials say that the company has considered the advisability of taking a more southerly route on the westbound passage to avoid the icebergs and floes at present in the Northern Atlantic. They point to the fact that to do this would require concerted action on the part of all the Transatlantic shipping companies. The Cunard Line officials also state the matter is being considered.

Edward M. Morgan, postmaster of this city, said he had been advised by the postal authorities that 2,423 bags of mail matter had been consigned to him, shipped on board the Titanic. A quantity of the mail was from continental countries, but the majority was of British origin.

London—Officials of the White Star Line declared that the Titanic and her valuable cargo can never be brought to the surface.

Captain James Parton, manager of the company, said: "Sinking in mid-ocean, at the depth of which prevails where the accident occurred absolutely precludes any hopes of salvage."

Although the White Star Line has received wireless advices that 318 out of the 350 first cabin passengers have been saved, the names of only 181 of these have so far been received. The identity of the others is still unknown. The names of 111 second class passengers have been reported.

London—The estimate at Lloyd's is that, including cargo and securities carried, and life policies on the victims, the Titanic disaster will involve aggregate losses of quite five millions sterling. The transatlantic lines have agreed, in consequence of the Titanic disaster and reports of ice fields, to cross longitude 47 in latitude 40.10, eastbound, beginning Tuesday, and longitude 47, latitude 41, westbound, beginning April 25.